

Appl. No. : 10/717,034
Filed : November 18, 2003

IN THE SPECIFICATION:

11/15/06
Please amend paragraph beginning at line ⁶5, page 1, as follows:

The present application is a continuation of U.S. Patent Application No. 10/113,869, filed March 29, 2002, now U.S. Patent No. 6,648,702, which is a continuation of U.S. Patent Application No. 09/596,786, filed June 19, 2000, now U.S. Patent No. 6,419,531, the entire contents of both which is hereby expressly incorporated by reference and is based on and claims priority to Japanese Patent Application No. 11-170731, which was filed on June 17, 1999, the entire contents of which is hereby expressly incorporated by reference. The entire contents of Japanese Patent Application No. 11-75968, which was filed on March 19, 1999, is also hereby expressly incorporated by reference.

Please amend paragraph beginning at line 3, page 22, as follows:

The emergency shut-off system 400 can be arranged in several different ways to determine if the signal from the overturn switch 402 continues for the predetermined amount of time. For example, the emergency shut-off system 400 can be configured such that the signal from the overturn switch 400 must be ~~continues or substantially continues~~ continuous or substantially continuous during the predetermined time period. In a modified arrangement, the emergency shut-off system 400 can be configured to determine if the signal from the overturn switch is merely being generated before and after the predetermined time period.

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IN THE SPECIFICATION:

Please amend the paragraph beginning at line 16 of page 22 as follows:

When the emergency shut off system 400 determines that the watercraft 10 is overturned, the emergency shut-off system 400 stops the engine 12. Preferably, this is accomplished by stopping the supply electricity to the spark plugs 154 or by closing the fuel injectors 248[(246)]. As such, in some embodiments, the solenoids of the fuel injectors 248 can be controlled so as to interrupt the supply of fuel, and thereby stop the engine 12. The emergency stop system 400 also preferably closes the forward rear intake shutoff valves 77, 79 of the forward and rear intake ducts 76, 78. This further prevents water from entering the engine compartment.

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Please amend the paragraph beginning at line 20 of page 23 as follows:

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In a similar manner, when the watercraft 10 is overturned and the engine 12 is shut off, the negative pressure valves 309 in the first and second lubricant pipes 308, 318 are closed. These valves 309 prevent the back flow of lubricant from the transfer pump 316 to the lubricant tank 304 and from the lubricant tank 304 to the suction pump 302. This arrangement allows the lubricant to be stored in the transfer pump 316 when the engine 12 is shut off. Accordingly, lubricant is quickly and smoothly delivered to the engine 12 when the engine 12 is restarted. In a modified arrangement, the negative pressure valves 309 can be electric valves 309 that are closed by the emergency shut-off system 400 when the watercraft 10 is overturned. As such, in some embodiments, one or more of the valves 309 can be closed if the overturn switch 402 has generated a signal for at least a present amount of time.